

TRUCKS BIG AID TO GOOD ROADS

C. T. Silver Tells of Interesting Operations in Some Southern Communities.

"A community without good roads is an isolated community, becoming more isolated as the railroads are asked to haul more and more supplies and materials for the Government, as well as for the manufacturers doing Government work," says C. T. Silver, metropolitan distributor of the Kiesel Motor Car Company. "Communities should realize this now and put their roads in order before next fall and winter."

"There is a motor truck transportation company in the South that is installing motor truck lines between cities. Before each line or route is put into operation the officials of the company go to the community which they propose to tie up with other communities and point out to local shippers the advantages and savings which motor truck transportation will enable them to make."

"After they have sold the idea, after the shippers and merchants of the community decide they need motor truck transportation and after they have guaranteed a necessary amount of business sufficient to warrant the motor truck transportation company operating there, the transportation company turns around and says in effect: 'The roads between here and the town nearest to which our trucks are at present operating are poor roads. They are too bad for us to operate over profitably. They would make our transportation rates to you prohibitive.'"

"Before we can give you the service you need it is up to this community to make these poor roads good roads." This company is finding that in practically every instance where they make this proposition, the people of that community see to it that the roads are put in good shape so that the transportation company can operate over them."

"Truck owners know that good roads not only save them money but the shippers and public as well, because they can make faster time and at a saving in operating expense. This was recently proved in a test between two trucks of same capacity, same make and the same load. One truck was run on good roads, the other on poor roads. It was found that the truck operating on good roads was able to deliver its load at nearly 25 per cent. less cost and with nearly a 50 per cent. saving in time."

"This saving in time and expense not only benefits the truck owner and truck operator but the producer and consumer, because the cheaper goods can be shipped the cheaper they can be sold."

LEXINGTON CO.'S NEW SERVICE.

Opens Stolen Car Bureau as Aid to Owners.

In the old days of the vigilance committees they used to take care of the matter with the average horse thief. But since motor cars have replaced good "old Dobbin" the vigilance committees have passed into the great beyond. The depredations have not ceased, however, and the Lexington Motor Company has instituted a stolen car service for every owner of a motor car. The company is receiving many letters commending it on its keen interest in the thousands of Lexington owners. One of these letters calls attention to the fact that everything that the automobile manufacturer can do to reduce the loss indirectly means a saving to automobile owners and greater satisfaction in the protection offered them."

Officers of the Lexington Motor Company say that it is a part of their policy to maintain a keen interest in every car they produce, and that this interest does not end by any means with the sale of the car.

This service offers protection to every owner of a Lexington Motor Car. The company is receiving many letters commending it on its keen interest in the thousands of Lexington owners. One of these letters calls attention to the fact that everything that the automobile manufacturer can do to reduce the loss indirectly means a saving to automobile owners and greater satisfaction in the protection offered them."

It's Thief Proof.



Two veterans of Automobile Row have combined their interests and are selling the Eaco motor lock, which is made in Detroit. They are Joseph A. Atwell and Paul C. Cline and their headquarters are in the Buick Building, Fifty-fifth street and Broadway.

The Eaco is a most novel and trustworthy lock. In the accompanying photograph it is shown mounted in the foot board. This device locks every avenue of ignition, as it automatically controls the ignition and gasoline.

The mechanism is all beneath the floor. The wiring is concealed in the body and framework of the car. To begin even tampering with the Eaco the thief must get down under the car and take out the wiring. And after this is accomplished he must then try to produce a gasoline supply, which in the lock is automatically cut off by driving a plunger into the feed line between the vacuum tank and the carburetor.

The Eaco is worthy of investigation by all motorists. The automobile editor of The Sun has seen its most effective operation and is able to furnish the price and further details to those who may be interested.

The Eaco seems to be the solution of the stolen car problem.

KING

For Value in Cars.

52d St. and Broadway.

We have several good used cars in fine running order

reasonable in price, ready for the vacation buyers.

We would advise you to place your order for

New and Used Cars Now, when we can deliver them.

Chalmers Tourings, King Tourings and Sedans in fine shape.

Others taken in trade; reasonable price.

KING CAR CORPORATION

1670 Broadway Tel. 333 Circle.

A Motor Trip to Boston and Return.



The touring bureau of the Automobile Club of America is the authority for the statement that the highways between New York city and Boston are much improved, and they are now numbered among the most excellent motor roads in the country.

The most satisfactory route out of New York city proceeds north in Central Park West and turns right along 110th street to Seventh avenue, which is followed to 145th street. Here it crosses the Harlem River to East 149th street and, continuing up the hill, turns left into Mott avenue and straight along the Grand Concourse to Furman road, where a right turn is made, becoming Pelham avenue and Pelham Parkway, then over the Shore road to New Rochelle, eight miles out of New York city.

At New Rochelle the route becomes the original old Boston post road and continues through Larchmont and Mamaroneck. Leaving Mamaroneck the route passes through Tarrytown and further on crosses the Byram River at Port Chester and enters Connecticut. The road then runs through the village of Ossipee and crosses the Mianus River for Stamford.

Through Noroton and the village of Darien the road continues to Norwalk. Southport is reached through Westport. Fairfield, two miles from Southport, is a charming village noted for its beautiful homes.

Turning sharp left in Fairfield the route follows the trolley lines into the city of Bridgeport, fifty-eight miles out of New York city. Stratford, the next point beyond Bridgeport, is a pretty village. Crossing the broad Housatonic River, the direct road runs through the picturesque town of Milford, and then on to New Haven.

From New Haven a satisfactory route for automobilists is by the shore of the Sound on their outward journey, leaving New Haven for New London, on the River Thames, 125 miles from New York city. An attractive but rather inferior alternate road diverges from the main route at Old Lyme and runs via the coast through Niantic and Granville to New London.

Excellent steamboat services connect New London with New York, R. I., and other points. The route is a very scenic one, and the view is remarkable, to the point where the road crosses the Connecticut River and enters Massachusetts.

East of New London the road passes the highlands of Groton, from which the view is remarkable, to the point where the road crosses the Connecticut River and enters Massachusetts. Still hugging the coast, picturesque Stonington is reached.

When sunny skies call the motorist on foot, for horse and railway travel was limited. To-day it is a common sight to see motorists such as these pictured above in the Chalmers touring car in a gloriously wild spot. Women love the motor car because it brings the beauties of nature to be reached only on foot, for horse and railway travel was limited.

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first part of the trip, 219 miles from New York city.

The Return Route.

For the return the route starts out by way of Commonwealth avenue to Weston and Wayland, and through South Duxbury to Marlboro to Northbury and Shrewsbury and on to Worcester, forty-five miles from Boston.

The road then leads through Cherry Valley, Leicester and Spencer and through the Valley of the Chicopee to Brookfield.

We pass through Warren, West Warren, Palmer and North Wilbraham and enter the Connecticut Valley at Springfield, ninety-five miles from Boston.

Keeping on the eastern bank of the Connecticut, we run south through a rich tobacco district, past Enfield village, Warehouse Point, East Windsor Hill and South Windsor to East Hartford, where we cross the river to Hartford, 122 miles from Boston.

Leaving Hartford by way of West Hartford, the tourist continues through the village of Middletown, and the route passes south of Quassaug Pond and via Southbury and Berringtons Bridge to the Housatonic River, then through Sandy Hook and Newtown, leading by way of White street to the town of Danbury, of hat manufacturing fame.

At "The Green," in Danbury, 137 miles from Boston, the right hand turn is taken and West street followed through Mill Plain, across the New York State boundary to the southern end of East Branch reservoir. Here the road turns left, and passing Salem Lake on the right, reaches North Salem, in the picturesque neighborhood of Titicus Mountain.

The route now passes through some of the most charming and scenic country in New York State—the watershed district of Westchester county—and proceeds along the Hudson River, circling around the end of Cross River reservoir to the old town of Bedford.

Continuing southwest from Bedford, the main road comes to a stop in Armonk. Here it takes a sharp left turn and runs down the eastern shore of the great Kensico reservoir. Still keeping the main road, the route follows Broadway through North White Plains.

From Indian Hill the route enters the famous metropolitan park system of Boston, and continues over perfect roads and through delightful scenery to the suburban town of Brookline in New England village—North Attleboro, Wrentham and Walpole—to Dedham.

Leaving Providence, the route runs north through Pawtucket and crosses the Massachusetts boundary to Attleboro, leading through several typical New England villages—North Attleboro, Wrentham and Walpole—to Dedham.

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New Haven's Up to Date Chandler Motor Livery Fleet.



New Haven is an old town with up to date ideas. One of its most progressive concerns is the H. and P. Motor Livery Company. Above is shown their latest installation—eight Chandler Six Hmoines.

FEWER TIRE SIZES A REAL ADVANTAGE

Helps Car Owner as Well as the Manufacturer and Dealer.

Reports from dealers in close touch with natural conditions show that motorists generally are fast recovering from the unnecessary alarm that followed the order standardizing tires, declares C. H. Larson, distributor of automobiles in the East. The standardization schedule, Mr. Larson points out, has several advantages which are certain to be of real service to the automobilist.

"For one thing, the order should be a decided boon to the dealer in tires, especially the owner of the small shop," Mr. Larson says. "Under the new regulations entirely sensible and practical and with few complications, the dealer need no longer make up a large stock of tires to meet the demand for prompt delivery of customers. Nine sizes will suffice henceforth."

"This, in turn, is going to diminish greatly the likelihood of various sizes lying around the store only to dry up and find their way to the 'seconds' shop—danger zones for the inexperienced. After the first two or three hundred miles with a 'second' many an unsophisticated motorist has lost his tire, temper and time."

"With less raw material to carry, the dealer can turn over his stock more rapidly. Garages with relatively little capital will be able to have on hand a complete line of all tire sizes, where the old conditions have rendered this impossible except with a \$10,000 investment. The motorist can now drive independently, without fear or extra tires, to any half-way decent garage and get his wants supplied."

"The standardization order will prove highly popular, for in addition to its beneficial features for the automobilist it will serve the Government by releasing a tremendous amount of material and man power."

"The tire manufacturers are satisfied too, because 'the unusual size'—always a trouble maker and a nightmare to dealers—is to disappear from their horizon of business cares."

"The whole problem will be well nigh settled if two further points are given fullest consideration. First, the automobilist who uses tires other than those included in the standardization schedule should cease worrying. It is quite generally understood that the law is not of the ex post facto variety, but applies only to the wheel size of cars made in the future. Tires for cars now on the streets may be obtained as required. They will have to be made to order, however. The fortnight's delay

A Tire Tip

THE action of dampness on the rubber part of an automobile tire is insignificant, but its effect on the canvas is serious. When cotton fabric is left in a moist atmosphere, such as on the floor of a damp cellar, for example, it is not long before spots and stains make their appearance. Such stains denote the presence of minute organisms, the action of which produces the fabric to mould. The same is true of wall paper hung in a damp room; eventually the paper will fall from the walls.

The application of these experiments to automobile tires is easily followed. Sometimes a casing will blow out suddenly, perhaps when the car is being used for the first time in the spring, the cause being weakness resulting from the decay of canvas.

In order to judge the seriousness of such damage it must be determined whether the canvas of the tread only has been affected, for in that case the tire can be retreaded and restored to thoroughly serviceable condition. If the body canvas of the casing is affected, as well as the tread, it becomes necessary to have the casing completely rebuilt.

Deterioration caused by dampness can be prevented by storing tires in absolutely dry, cool places.

—Michelin Tire Expert.

ENTHUSIASTIC KING 8 DINNER.

Manager Schen Entertains His Entire Organization.

Members of the King Car Corporation—twenty of them—were the guests of their general manager, E. A. Schen, at Gersten's Chop House, last week.

The company has been doing exceedingly well under the management of Schen, the dinner was an occasion for general rejoicing and mutual congratulations.

Manager Schen spoke optimistically of the general plans for the coming year and every man at the table pledged his support of a policy to "carry on" determinedly.

BEST IN THE LONG RUN

FAIR TREATMENT

How The Bayonet Lost a Great Battle

BAYONETS, first made at Bayonne, France, from which city they take their name, to begin were almost as dangerous to the army with them as to its foe.

Fashioned with a solid butt, to be jammed into the gun muzzle, it rendered a musket useless for firing.

The butt was soon changed to a socket, but not before the new fangled bayonet brought the English army to grief at Killiecrankie.

The English soldier found the bayonet a poor fit, hard to get into his gun; and when he got it in, hard to get out. When he had to bayonet, he couldn't bayonet; when he had to shoot, he couldn't shoot.

To safeguard tire users against the chance of experiment, Goodrich Test Car Fleets put the road test to Goodrich Tires, to make them in word and deed SERVICE VALUE TIRES.

There is, as Goodrich sees it, but one tire value, SERVICE VALUE—

That is, what a tire proves it is worth to the motorist on his car and on the road, in comfort, economy, dependability, and durability.

All Goodrich skill and sincerity build up SERVICE VALUE, and small difference whether you get SILVERTOWN CORDS, or BLACK SAFETY TREADS, you get SERVICE VALUE TIRES.

Gain mileage, and the security of knowing your tires will not fail you, by demanding SERVICE VALUE TIRES.

THE B. F. GOODRICH RUBBER CO.

New York Branch: 1780 Broadway, New York, N. Y.

For sale at every Goodrich Branch and Depot

THE CITY OF GOODRICH - AKRON, OHIO.

1776

1720

1620

1675

1540

1570

1500

1400